



East College Station Transportation Study

April 17th, 2006



Agenda

- Public Meeting Summary
- The 3 Scenarios
- How Did they Perform?
- How did/do the Scenarios measure to Goals?
- Feedback on Scenarios

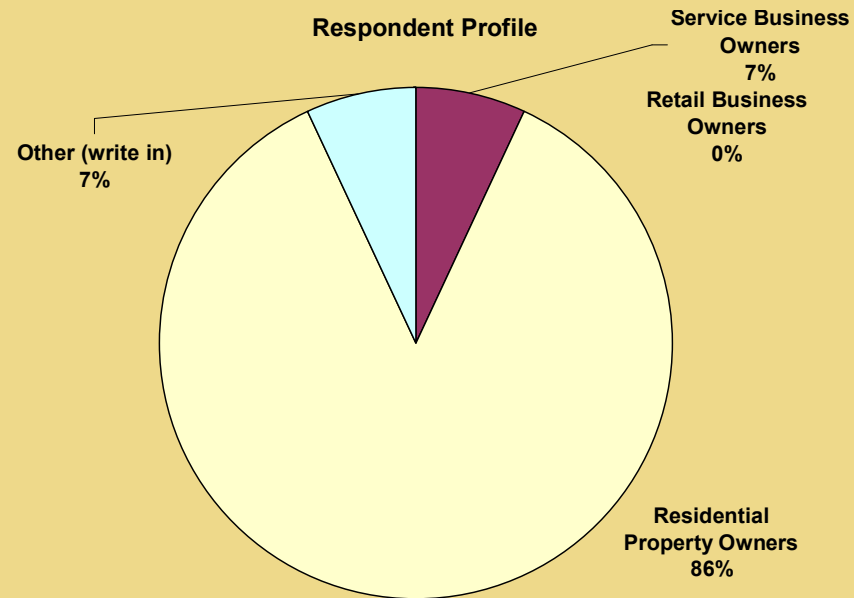
Public Meeting Summary

- 95 people attended the previous public meeting



Public Meeting Summary

- 86% of the people in attendance were residential property owners
- 7% were business owners

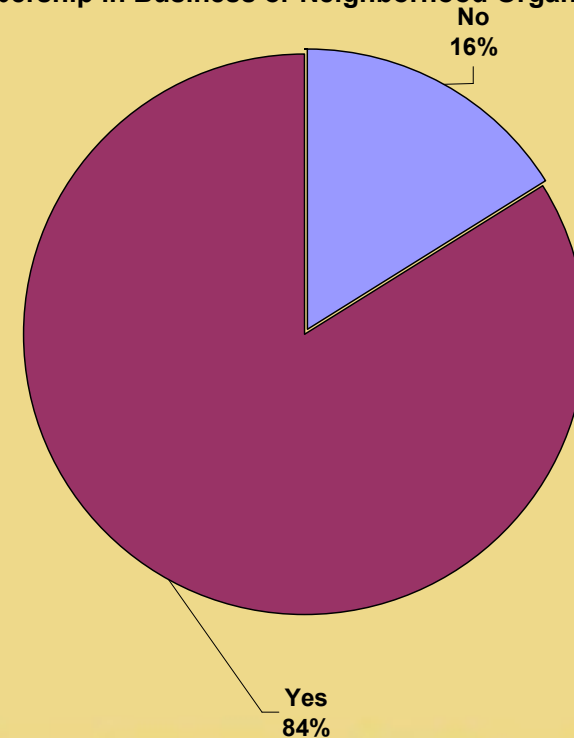


Public Meeting Summary

- A majority were members of a neighborhood association



Membership in Business or Neighborhood Organization



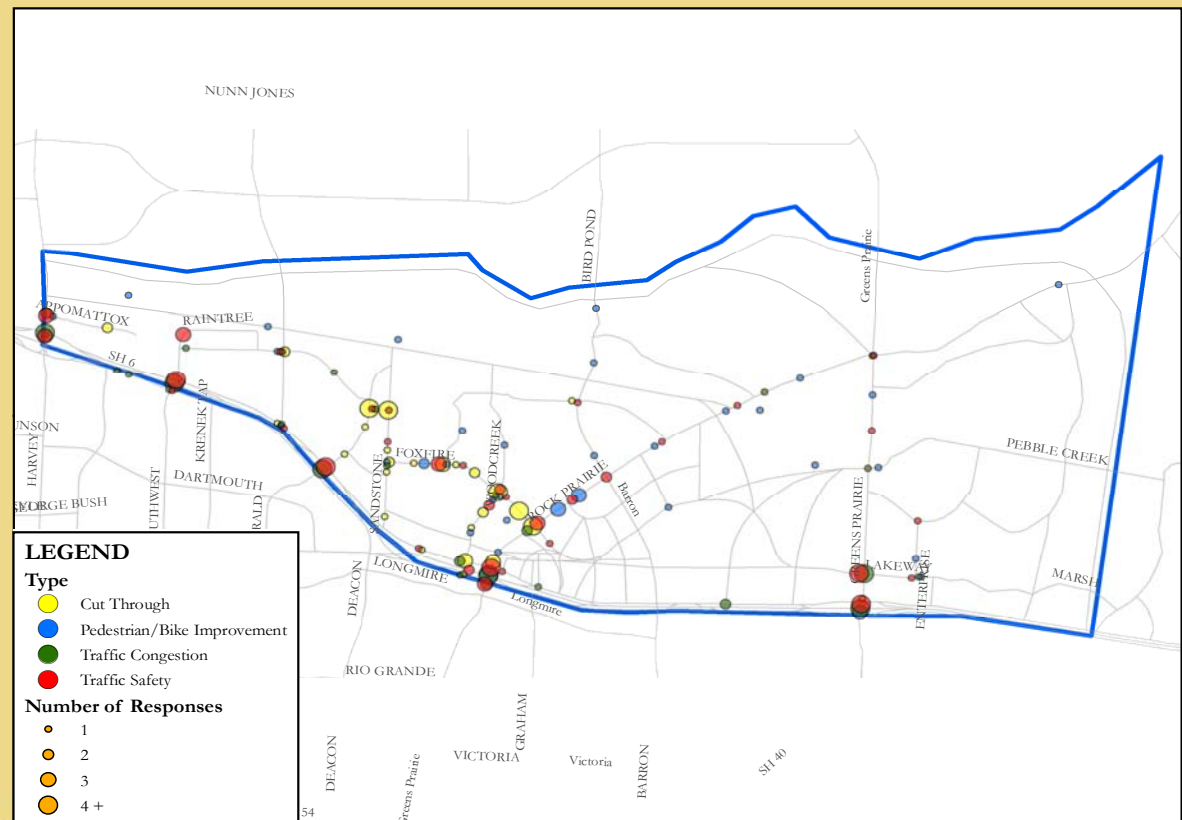
Public Meeting Summary

- We combined all the issues into a single graphic



Digitize Maps

Generate Compilation Maps



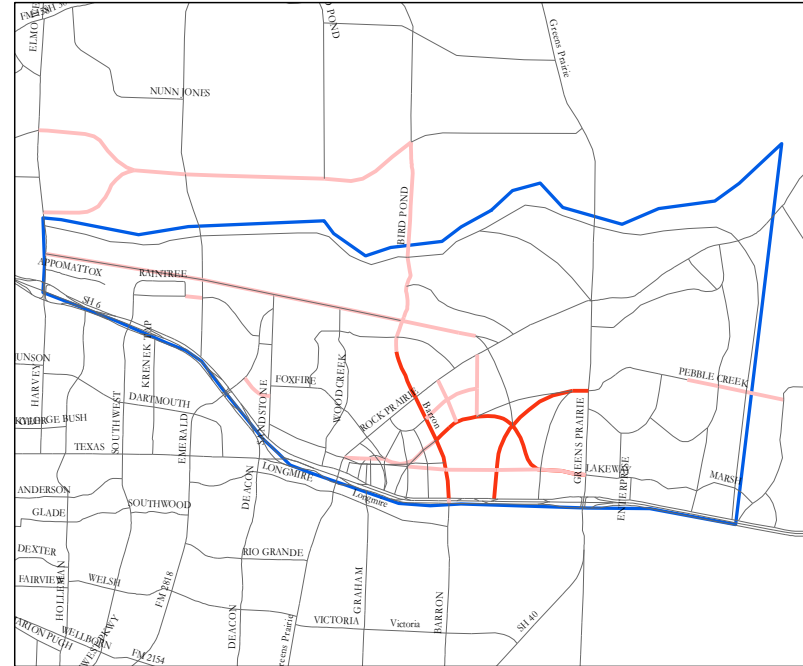
Issue Map

Public Meeting Summary

- We also found the common ground on the current thoroughfare plan



Disagree with Thoroughfare Plan

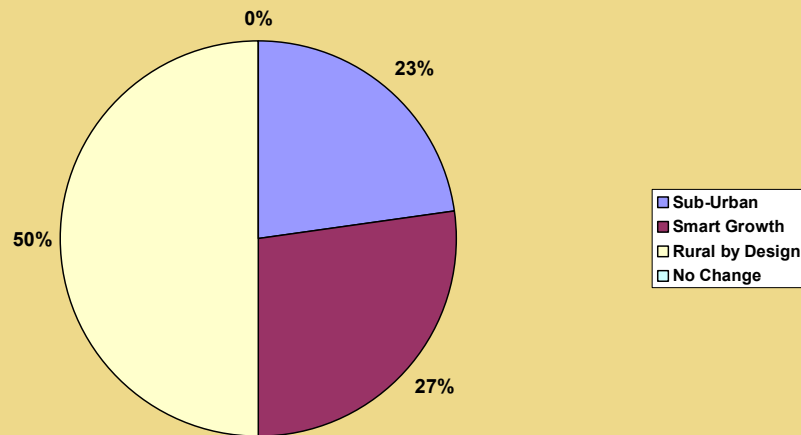


Agree with Thoroughfare Plan

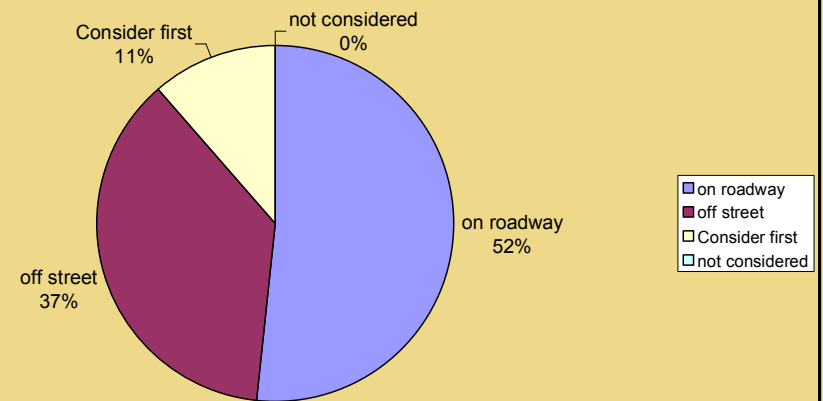
Public Meeting Summary

- Responses on thoroughfare types and bike and pedestrian accommodations

Thoroughfare Concepts



Pedestrian and Bicycle Accommodations

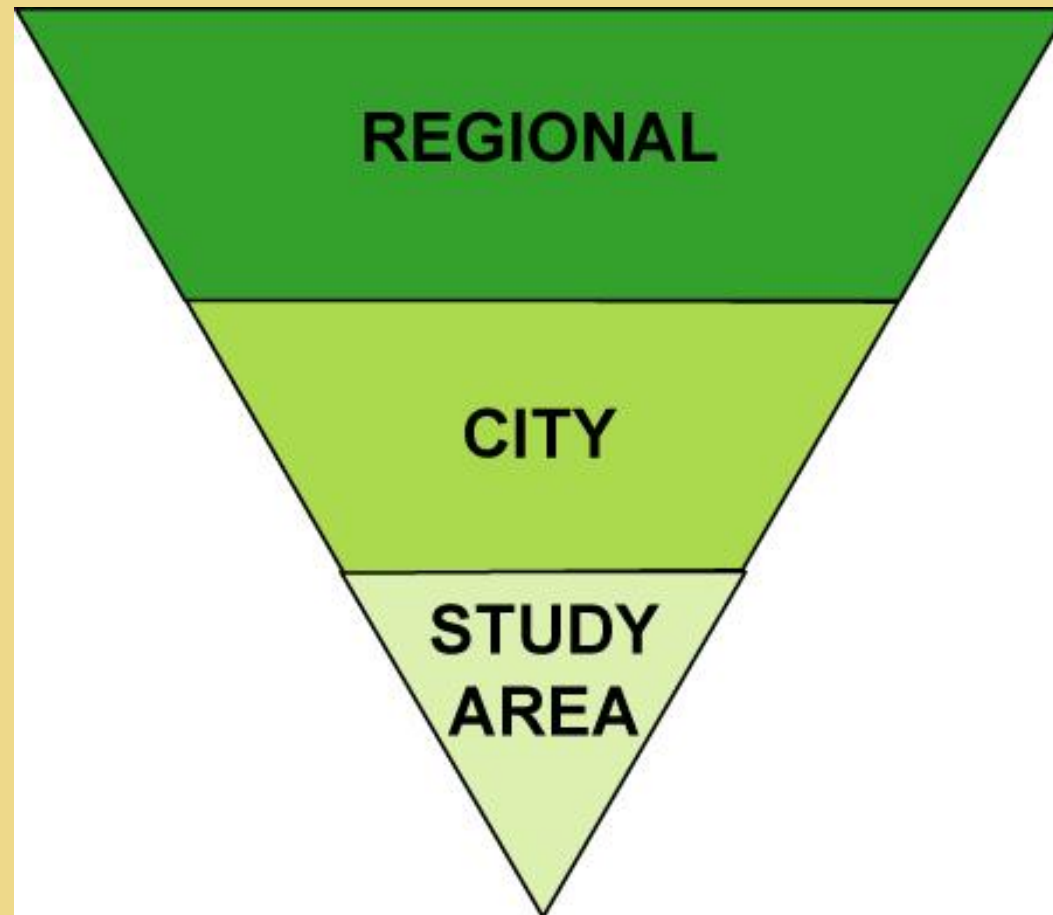




The 3 Scenarios

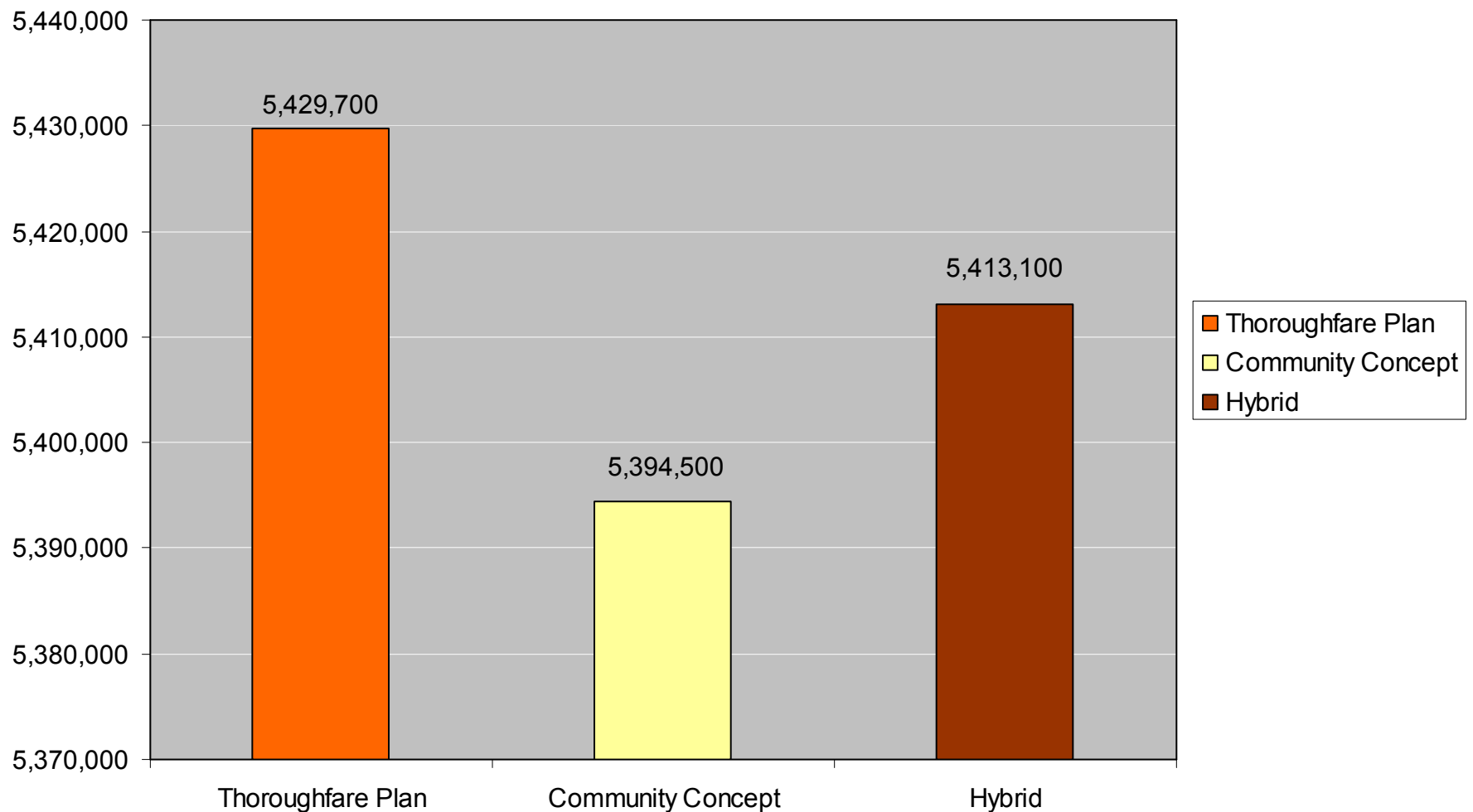
- The Thoroughfare Scenario
- Community Concepts Scenario
- Hybrid Scenario

How Did they Perform?

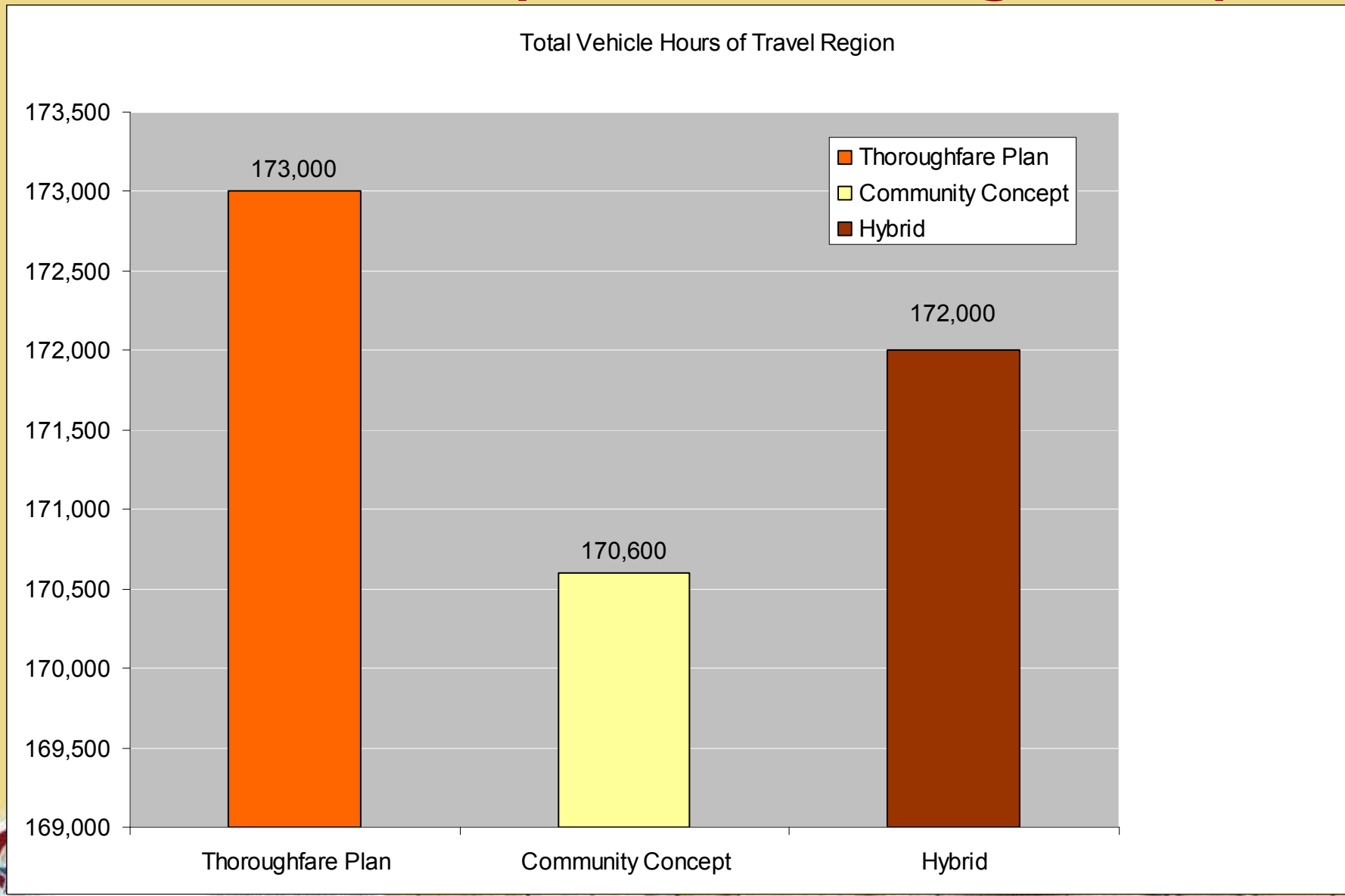


How Did they Perform Regionally?

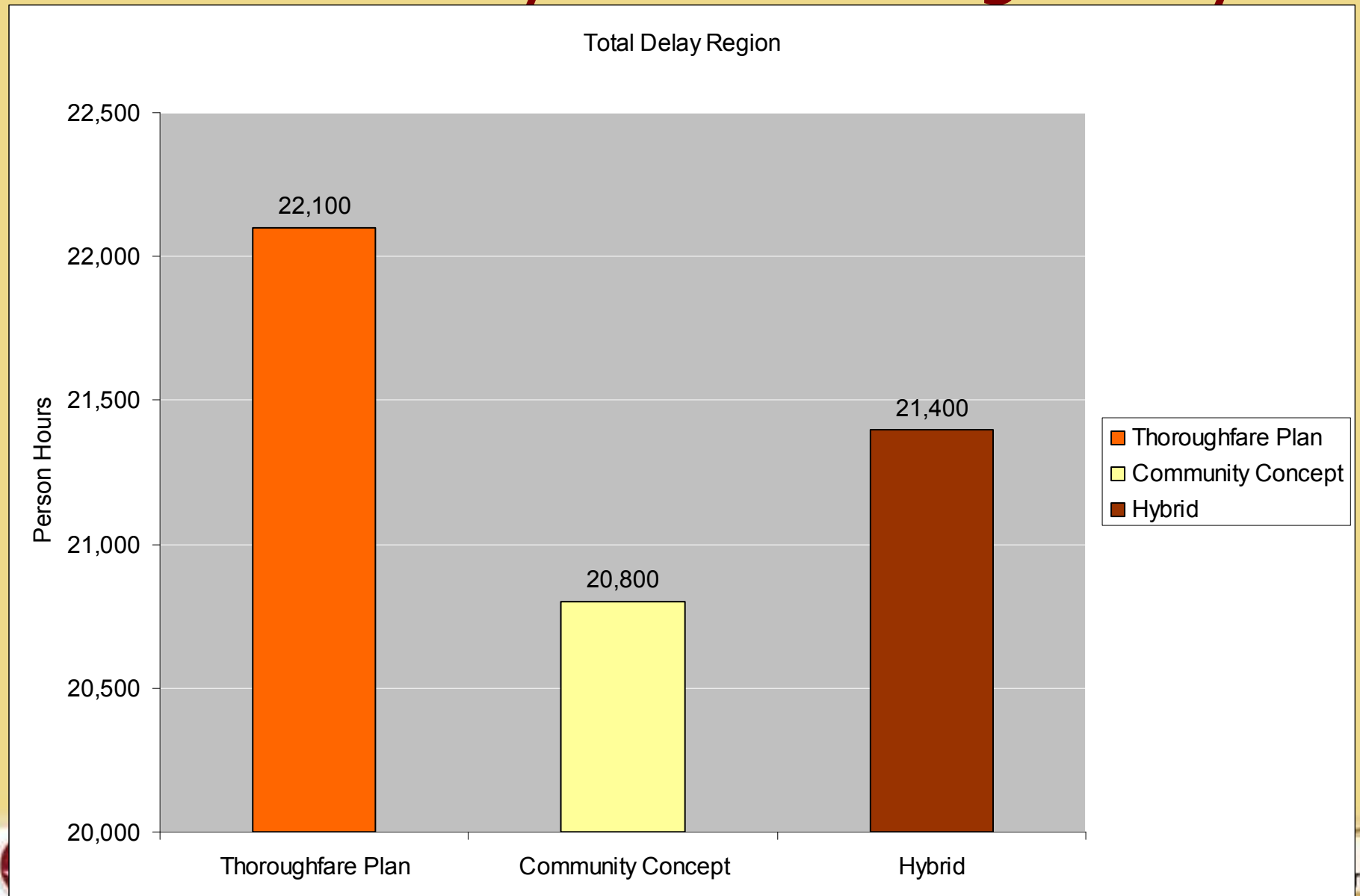
Total Vehicle Miles Traveled- Region



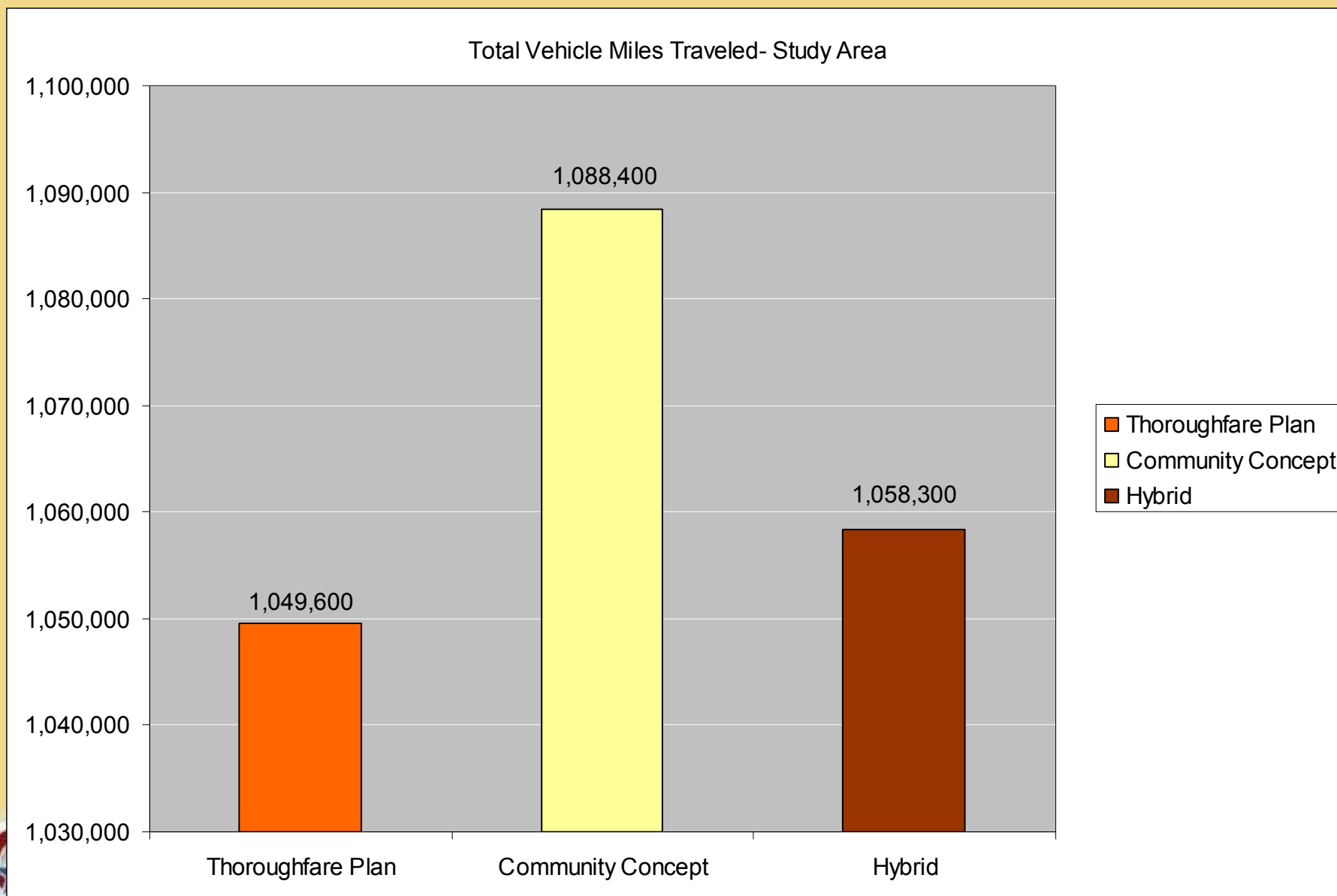
How Did they Perform Regionally?



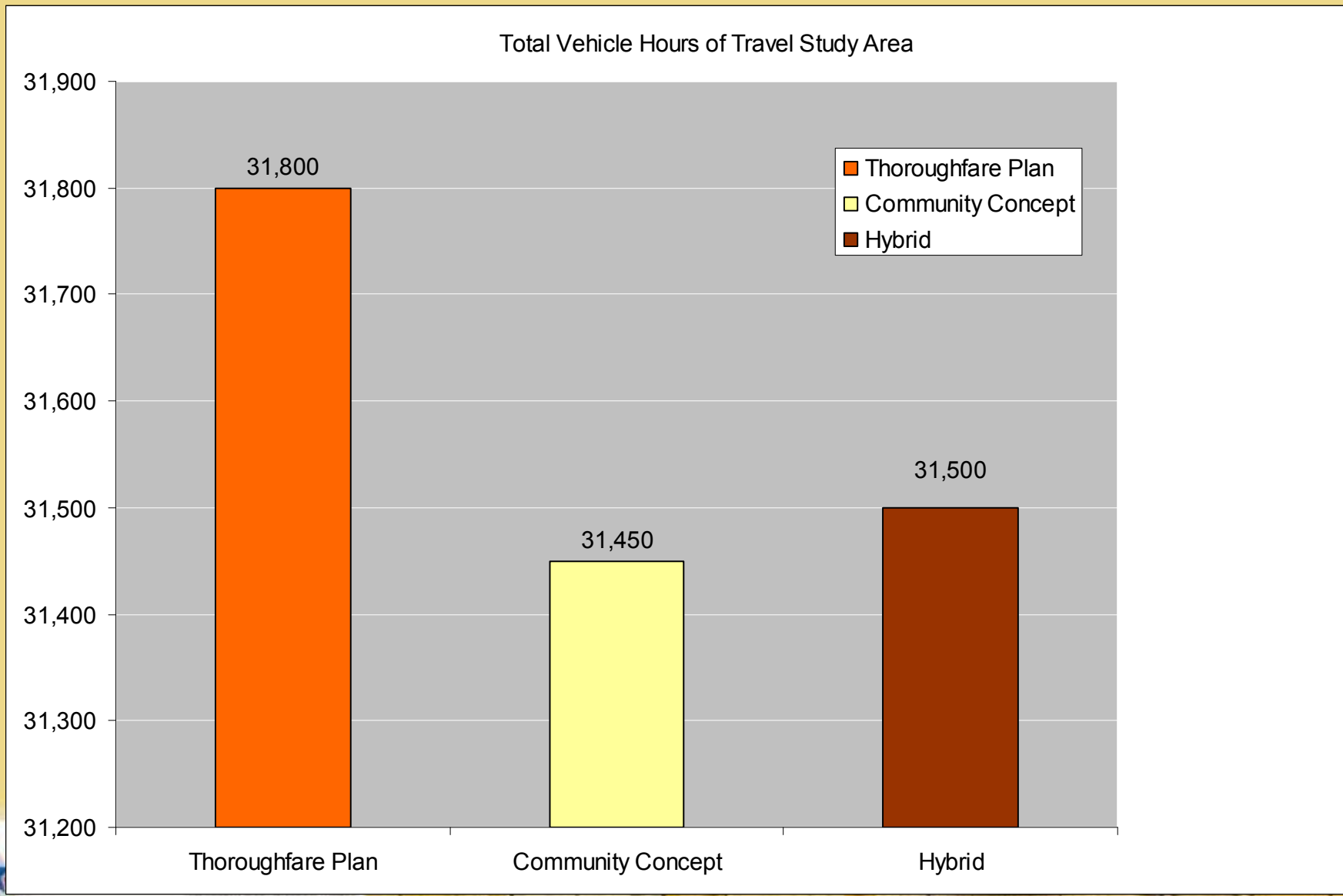
How Did they Perform Regionally?



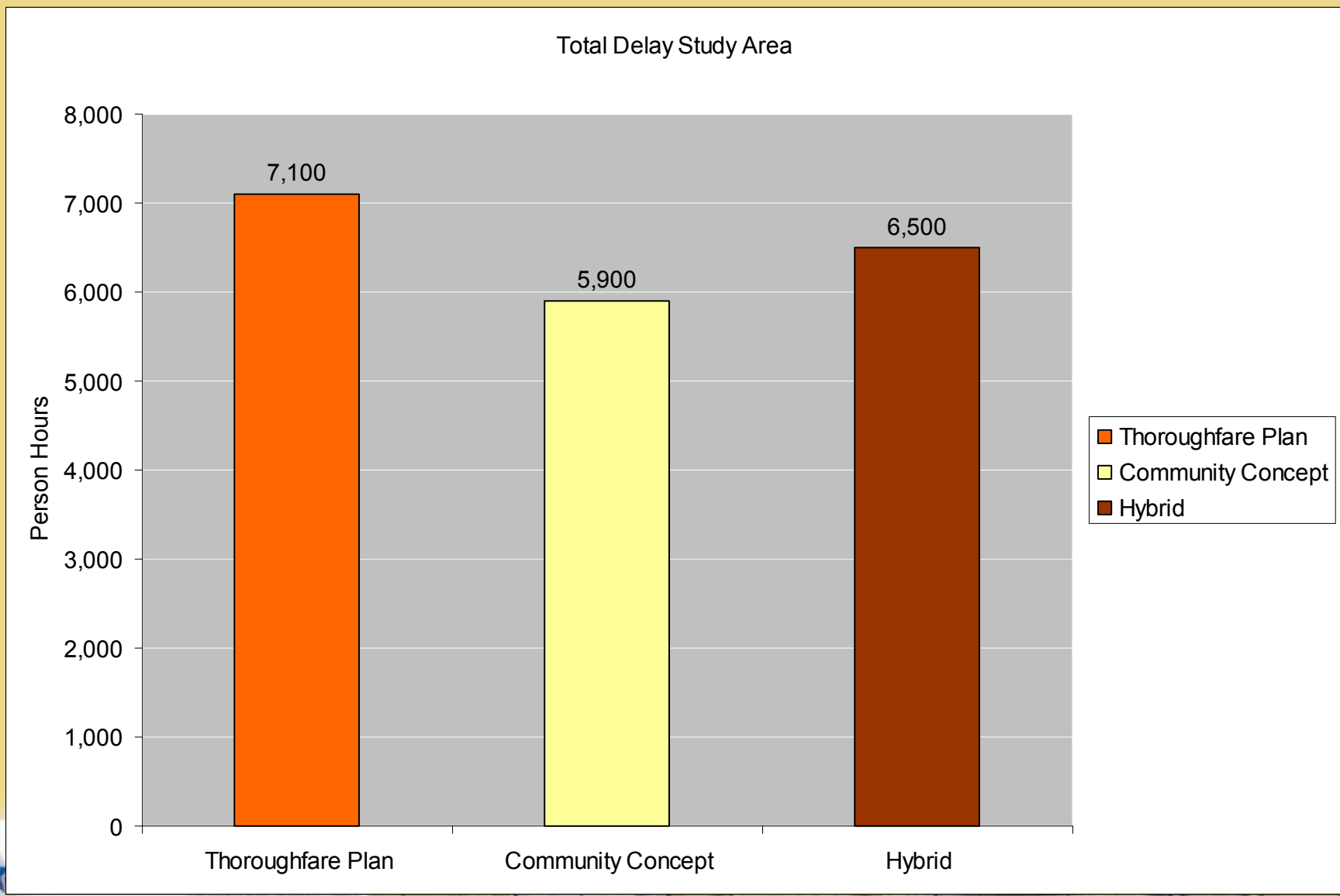
How Did they Perform in the Study Area?



How Did they Perform in the Study Area?



How Did they Perform in the Study Area?





What Does All This Mean?

- The transportation system within the study area can effect regional delay up to 1,300 hours per day
- Which means about:
 - 325,000 extra hours a year spent in traffic
 - 32,500 gallons of gas
 - The cost of delay per year would be about \$37,000,00



Study Area Goals

- To increase the compatibility between existing and planned land uses and the transportation system.
- To preserve mobility without negatively impacting existing neighborhoods with additional traffic.
- To plan for a multi-modal transportation system that addresses the needs of pedestrians, bicyclist and transit riders.
- To put in place an implementation plan that is phased in a manner to address mobility needs as land development occurs.
- To generate a plan that is both affordable and achievable.



Goal 1: Land Use Transportation Compatibility

- Modeling of future land uses with roadway scenarios

	Thoroughfare Plan	Community Concept	Hybrid
Total VMT	1,049,600	1,088,400	1,058,300
VHT	31,800	31,450	31,500
Total Delay	7,100	5,900	6,500

Designing Streets to Complement the Adjacent Land Uses





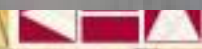
CITY OF COLLEGE STATION
the heart of the Research Valley



and Associates, Inc.



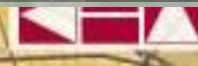
CITY OF COLLEGE STATION
the heart of the Research Valley



and Associates, Inc.



CITY OF COLLEGE STATION
the heart of the Research Valley



Planning, Design,
and Associates, Inc.



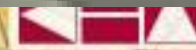
CITY OF COLLEGE STATION
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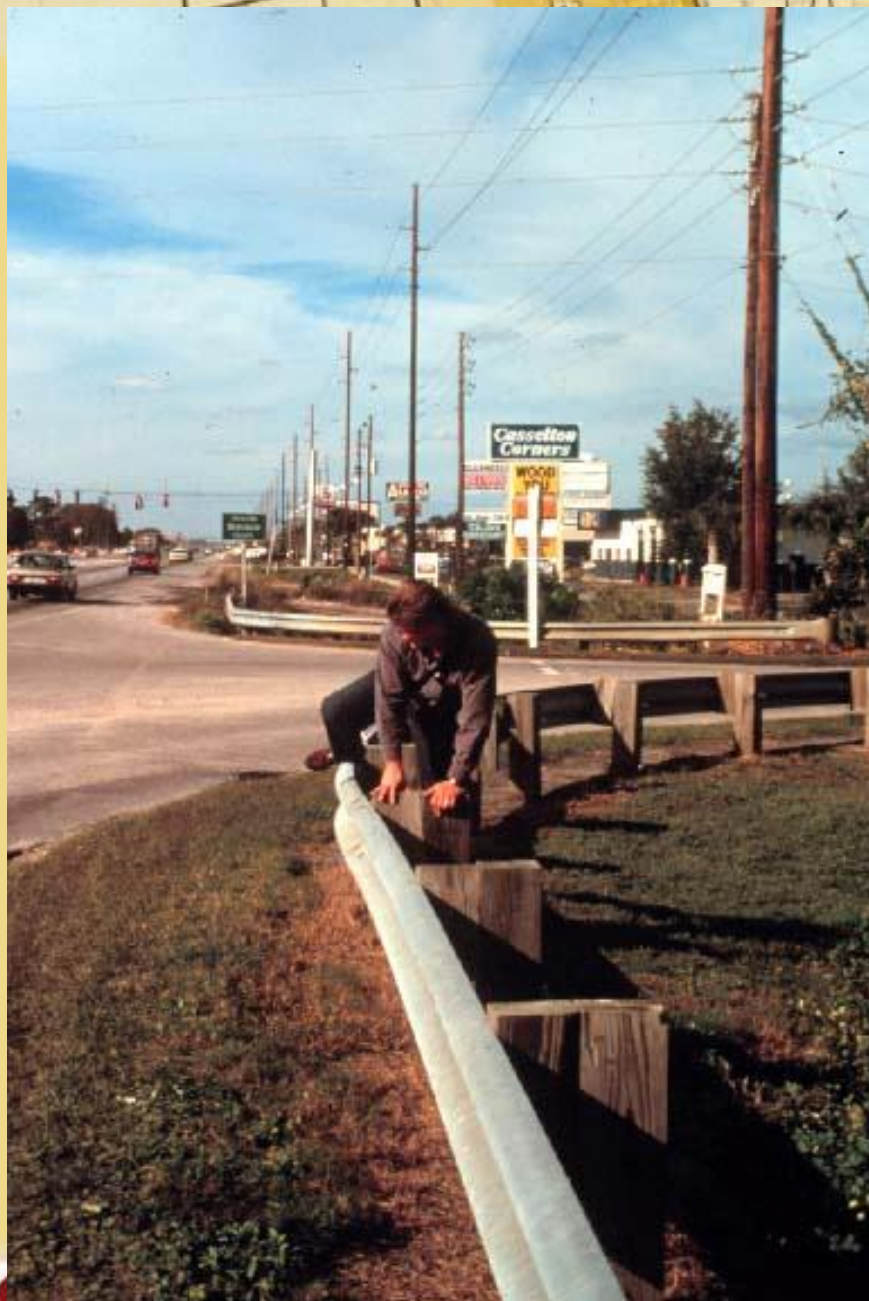
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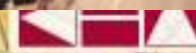
CITY OF COLLEGE STATION
the heart of the Research Valley



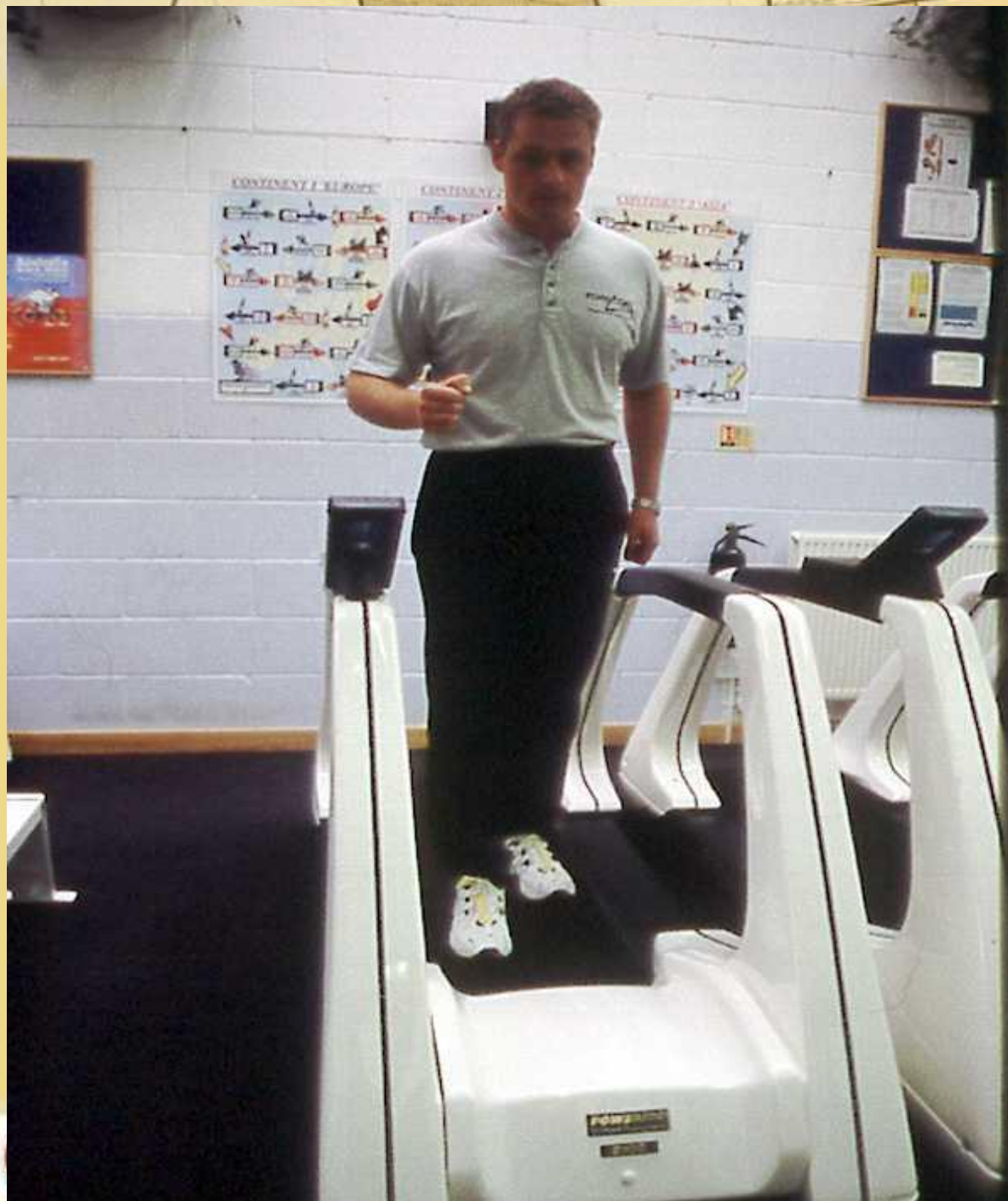
Kierulff, Fennell
and Associates, Inc.



CITY OF COLLEGE STATION
the heart of the Research Valley



and Associates, Inc.



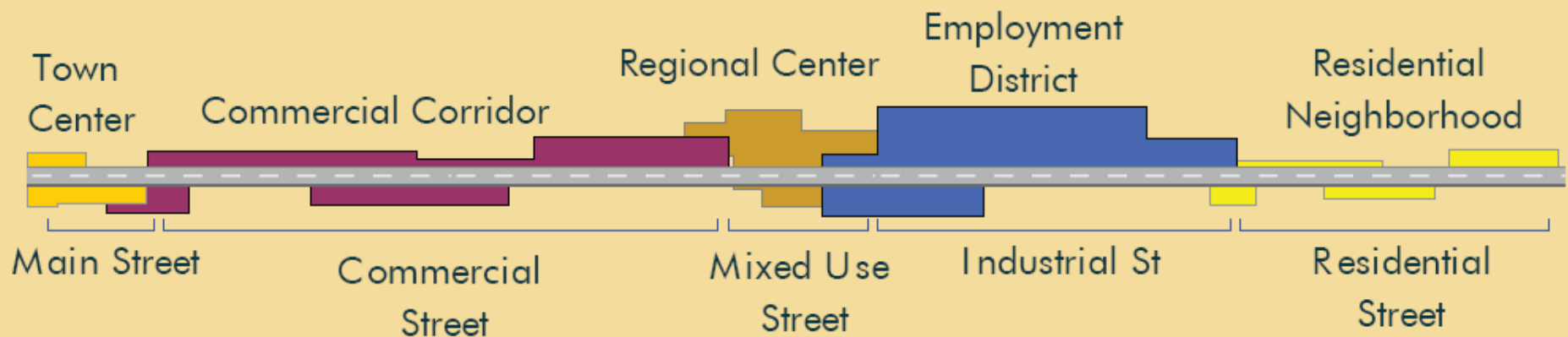
Kimley-Horn
and Associates, Inc.



Goal 1: Land Use Transportation Compatibility

- Recommending Context Sensitive Solutions

"One Size Does NOT Fit All"



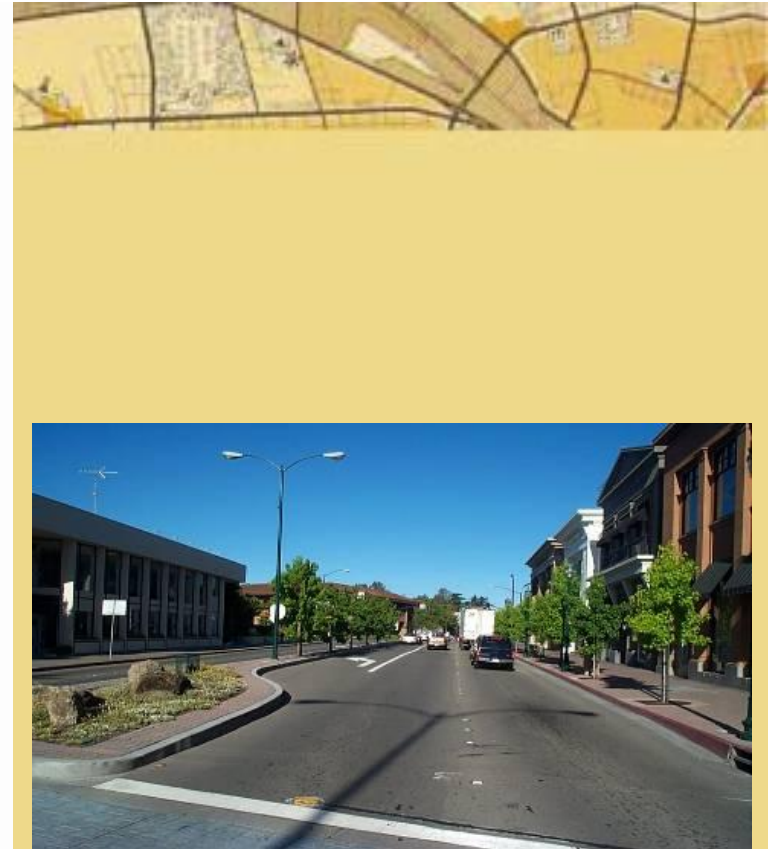
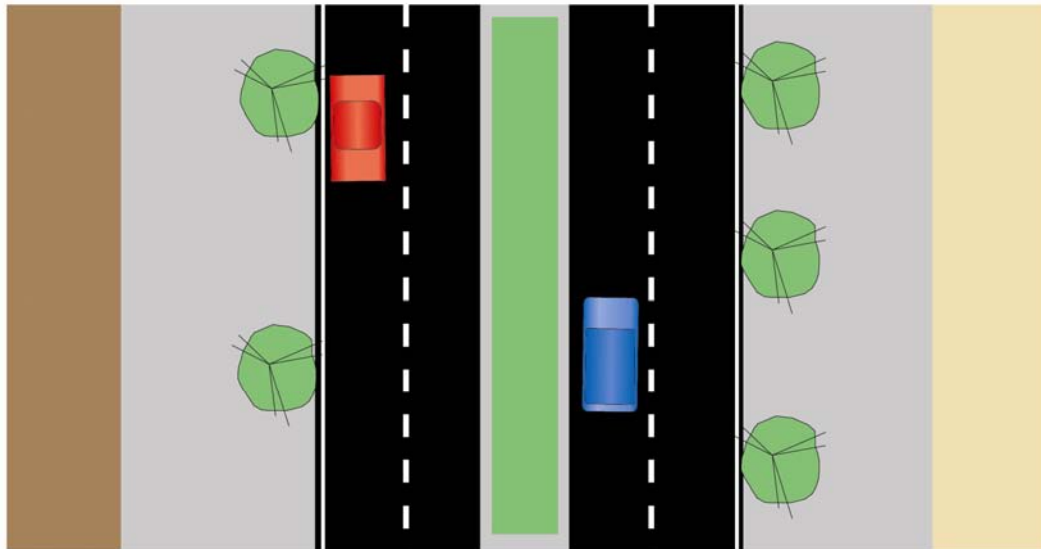
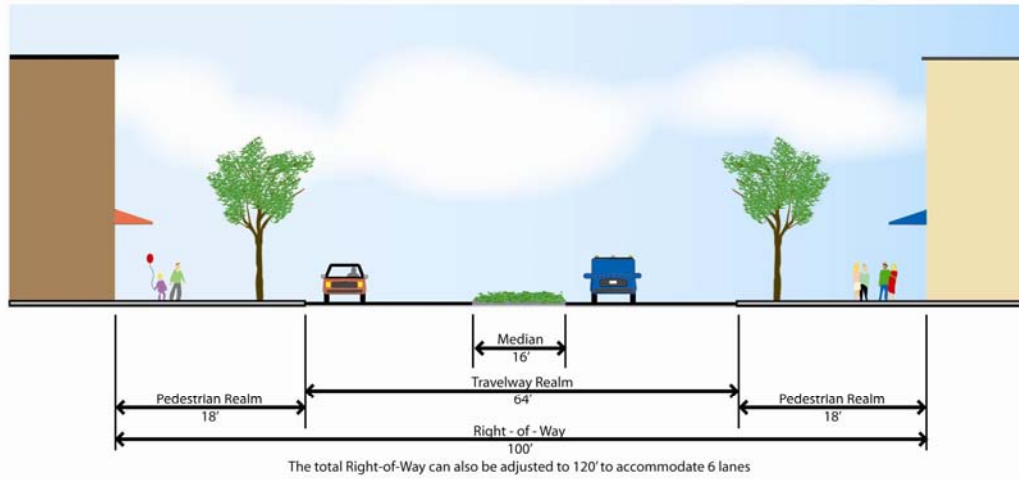


Street Type Menu

- Eight new types of streets were developed as an overlay on the City's current thoroughfare plan.
 - Commercial Streets
 - Arterials
 - Collectors
 - Residential Streets
 - Arterials
 - Collectors
 - Industrial Streets
 - Mixed Use Streets

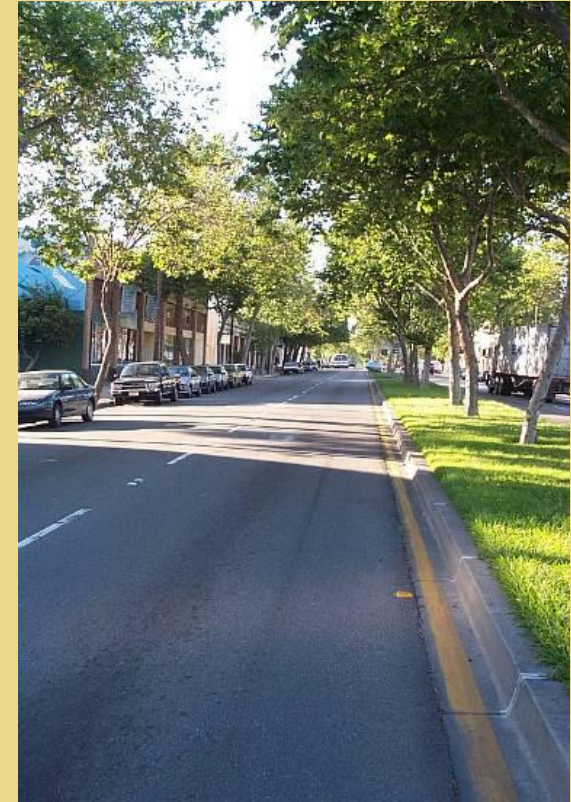
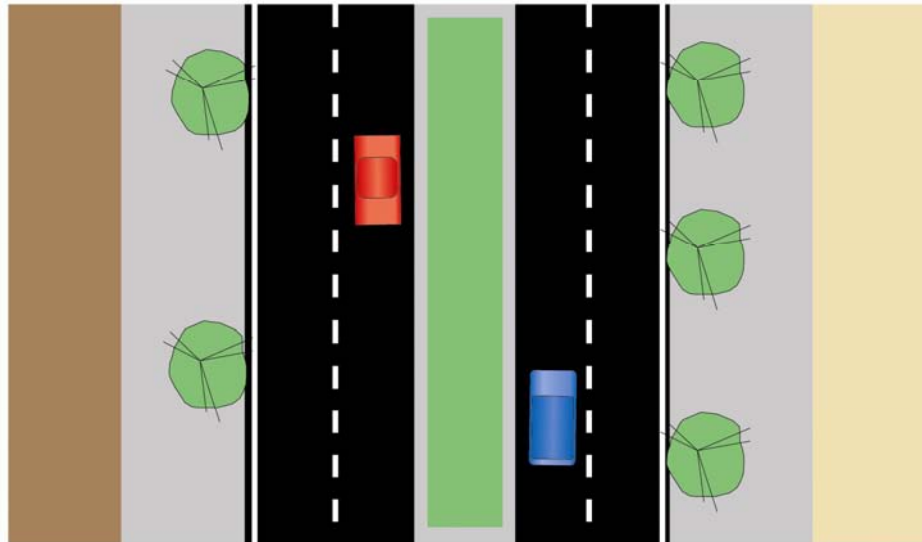
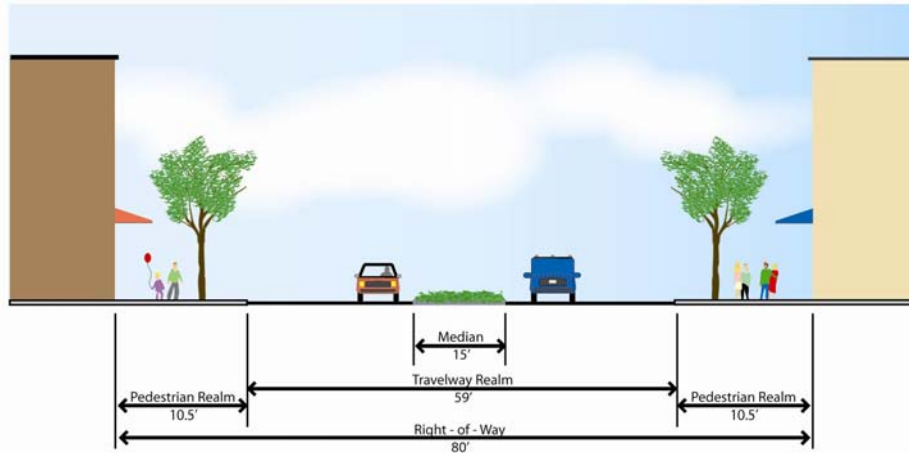
Commercial Arterial

Four Lanes, Divided



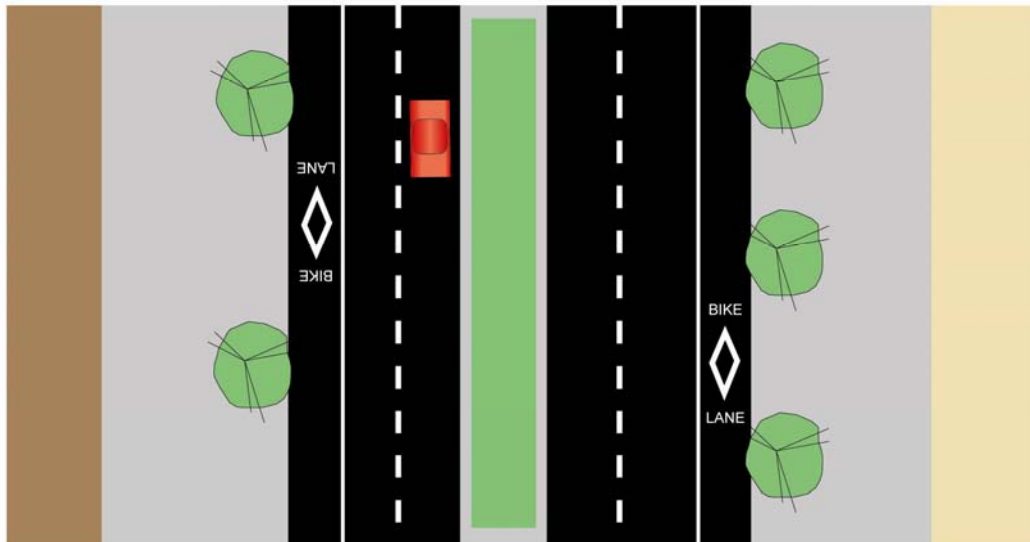
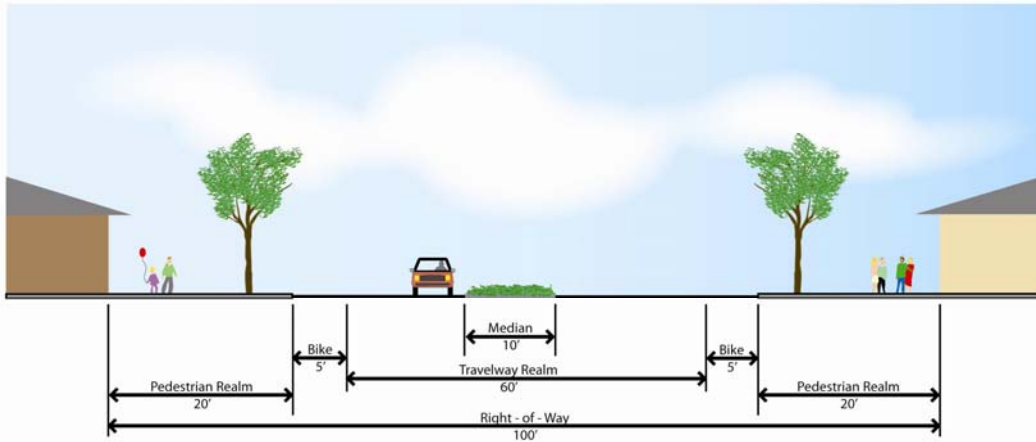
Commercial Collector

Four Lanes, Divided



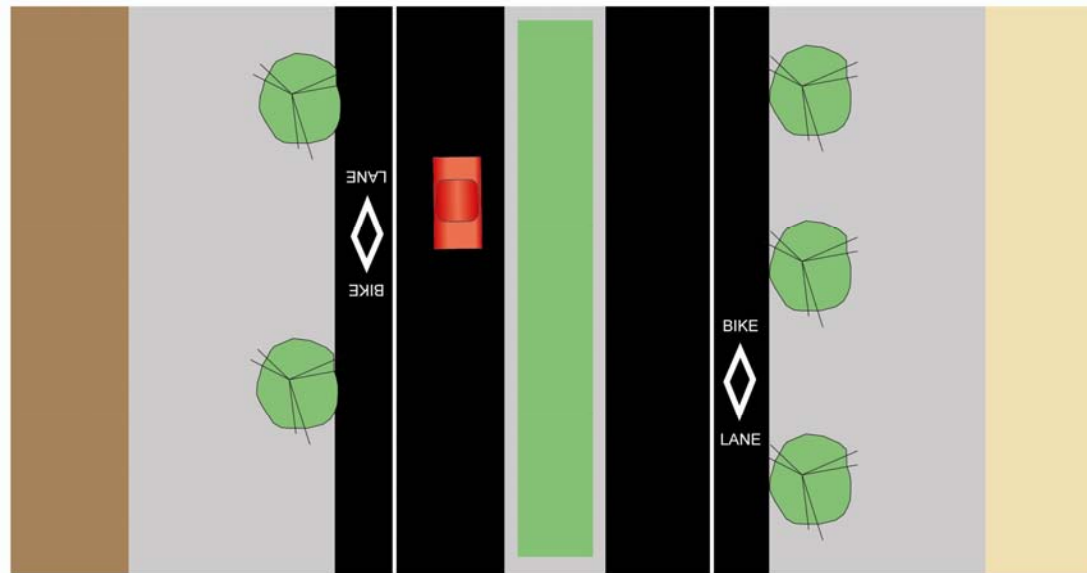
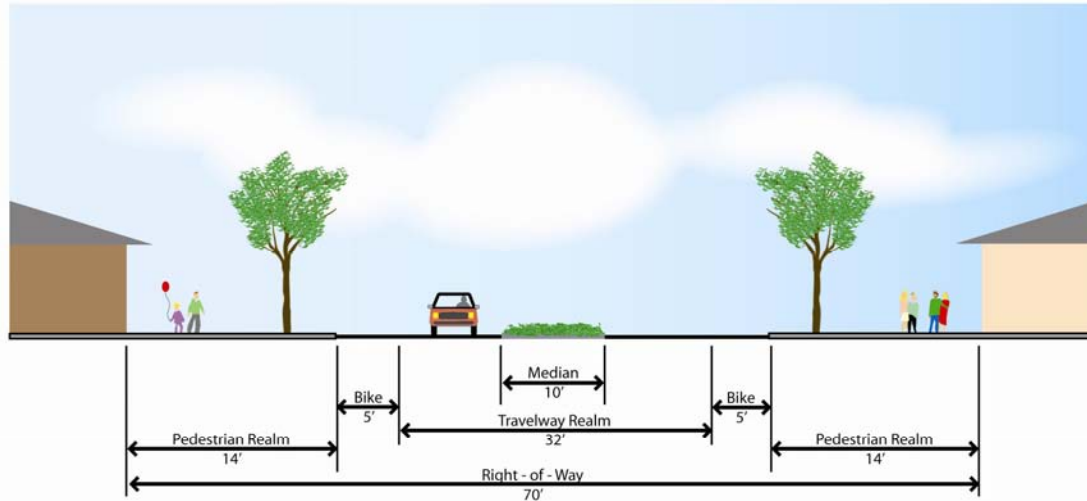
Residential Arterial

Four Lanes, Divided



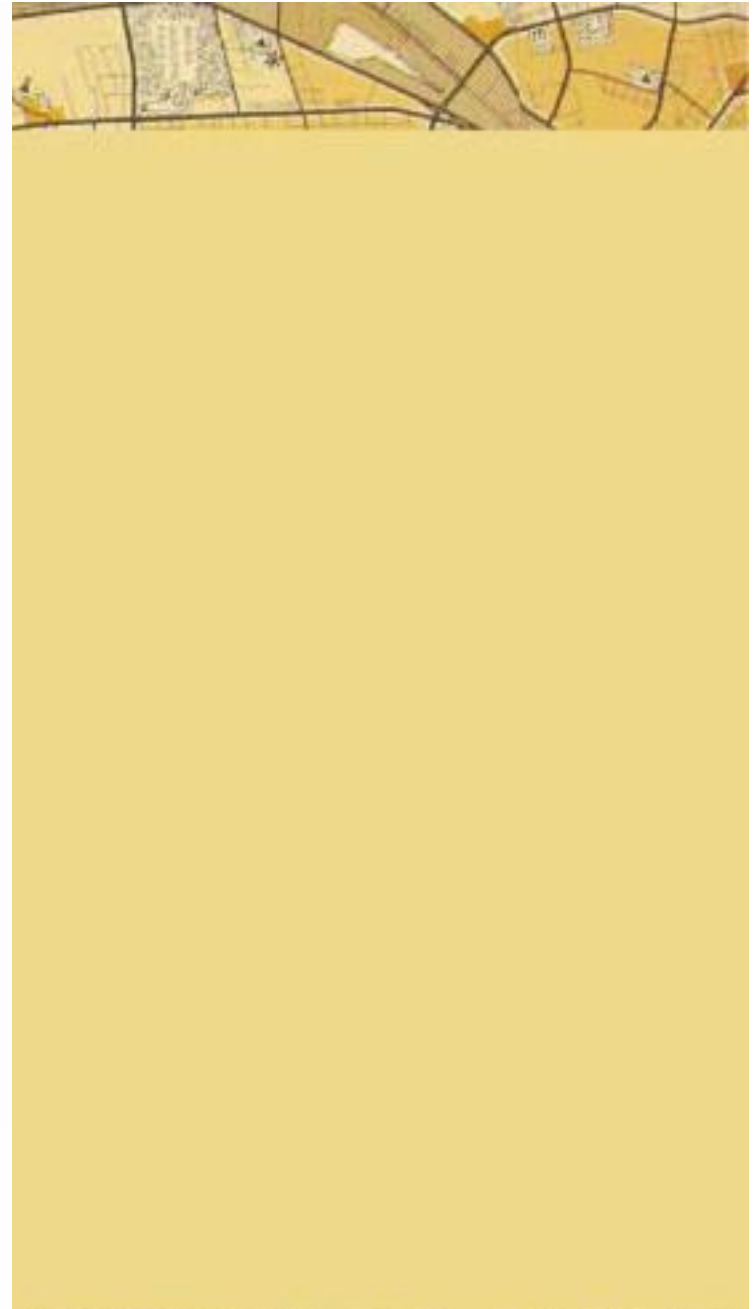
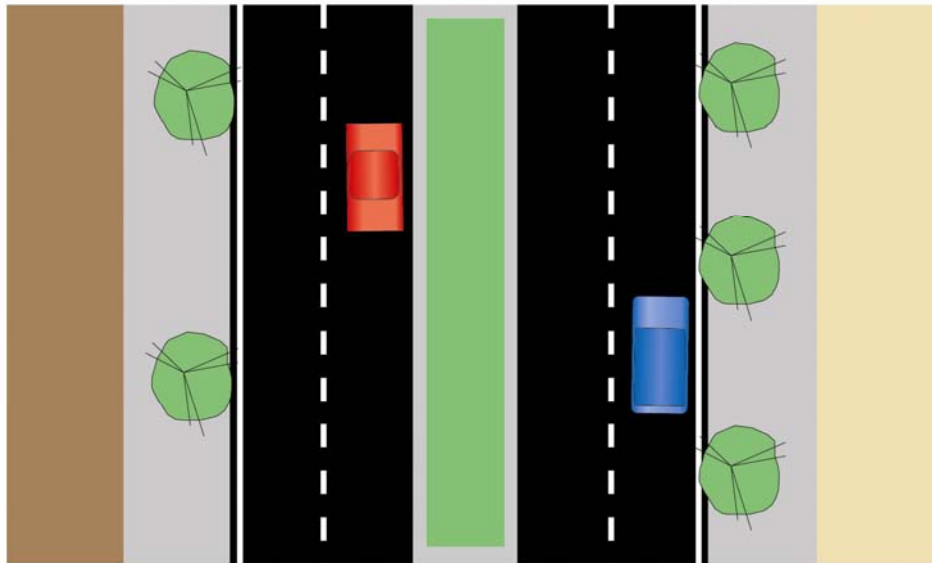
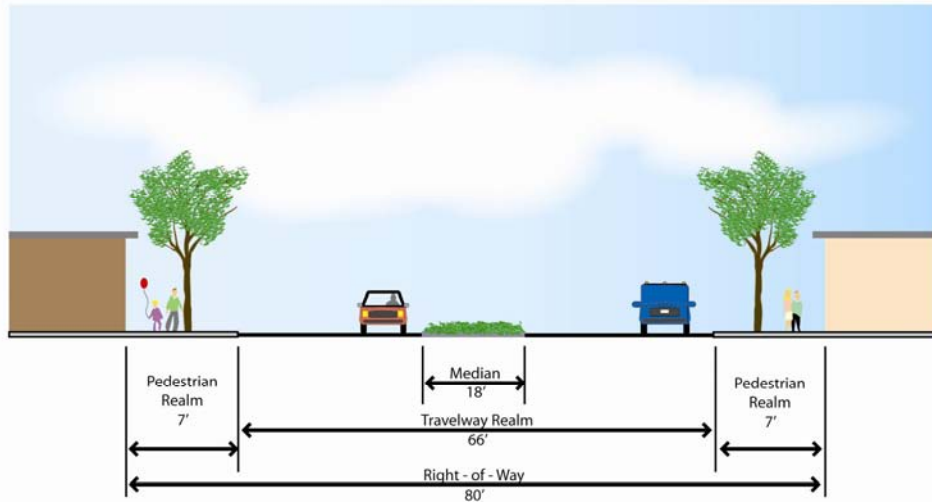
Residential Collector Street

Two Lanes, Divided

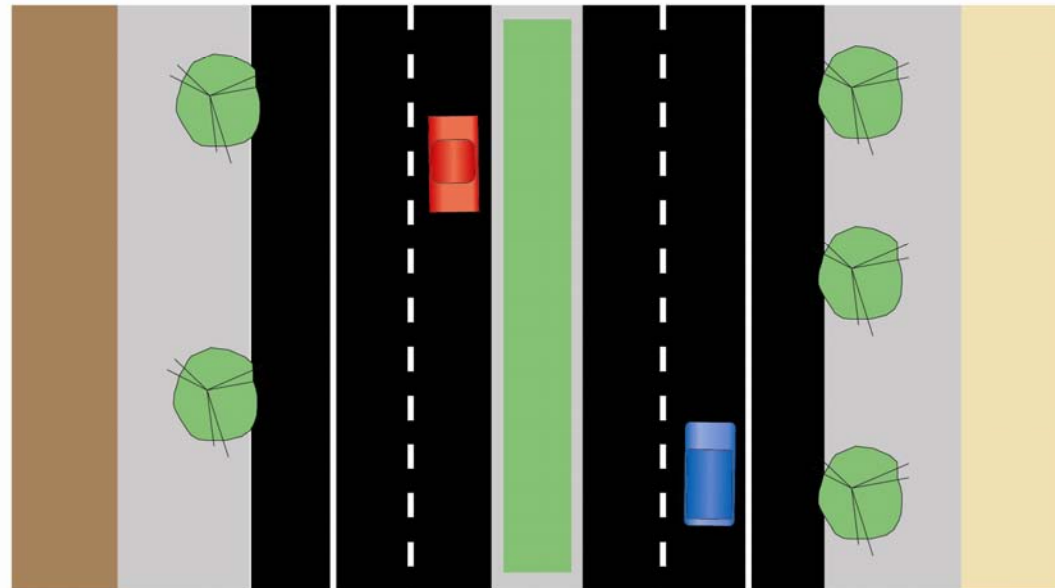
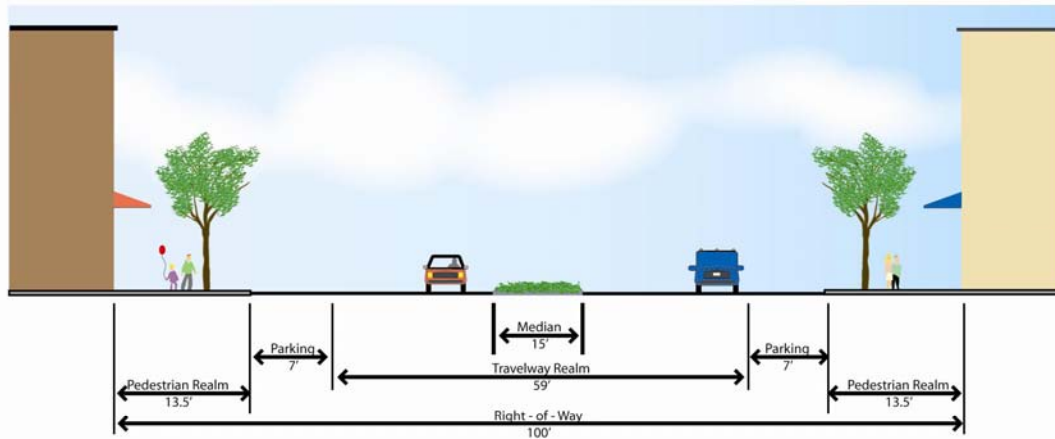


Industrial Arterial

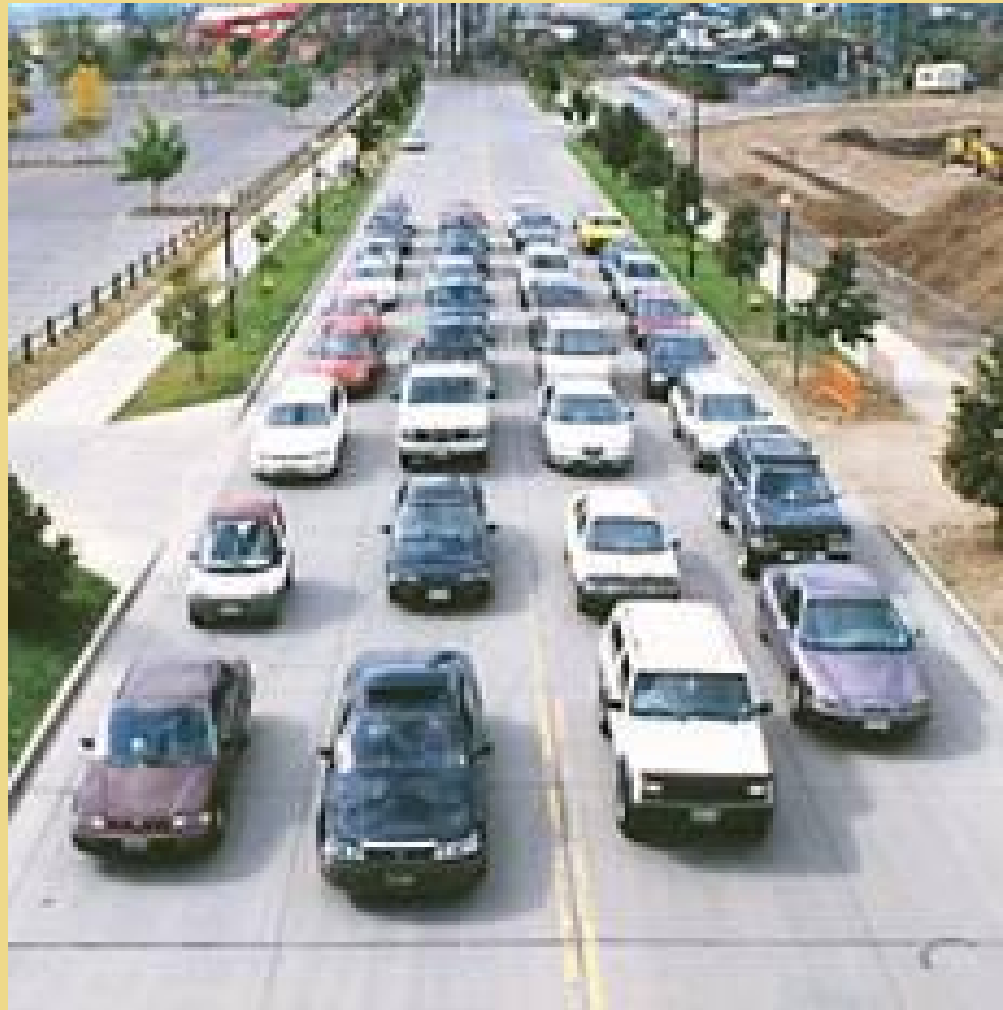
Four Lanes, Divided



Mixed Use Four Lanes, Divided



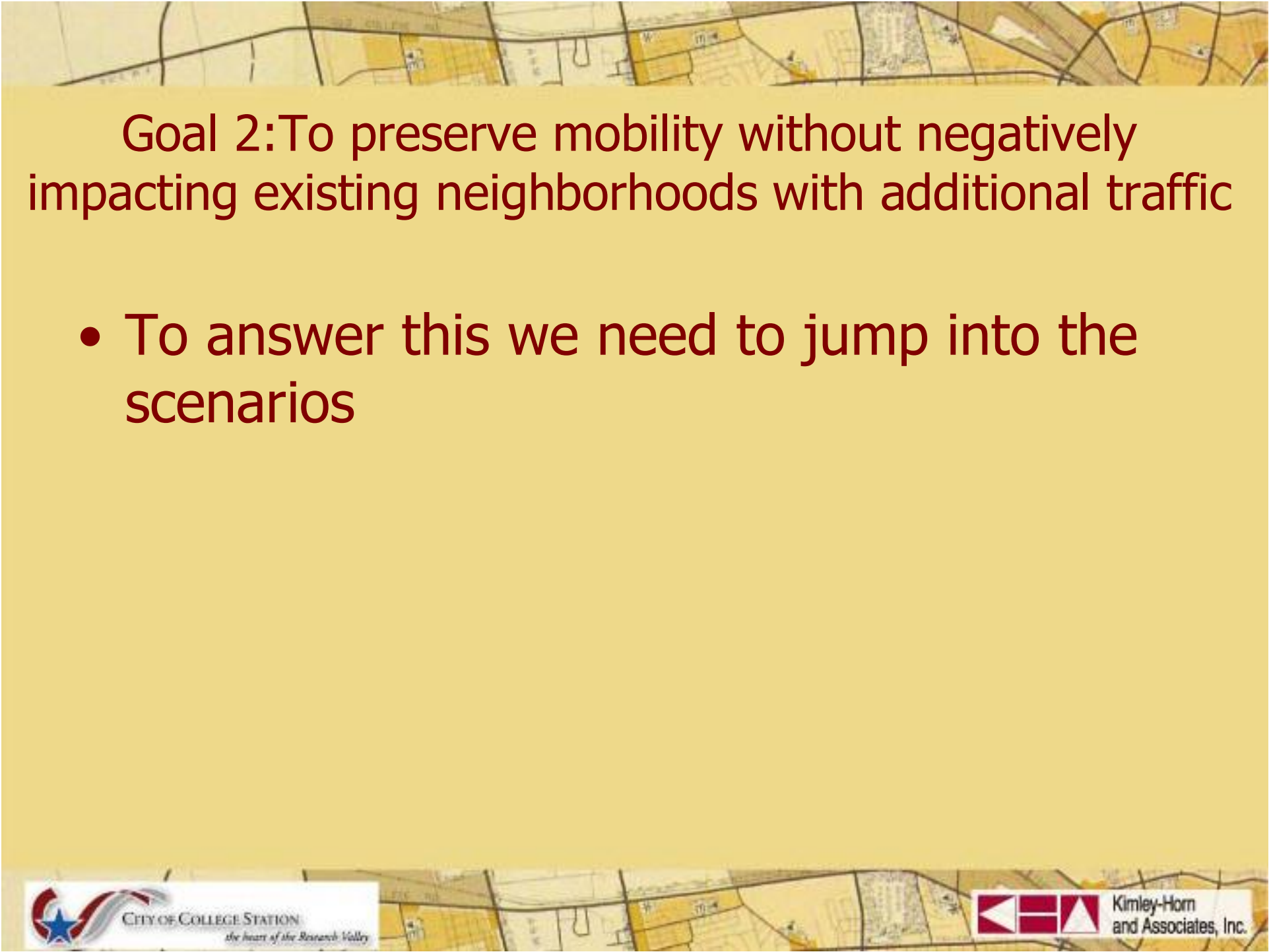
What is the most efficient way to move 35 people?









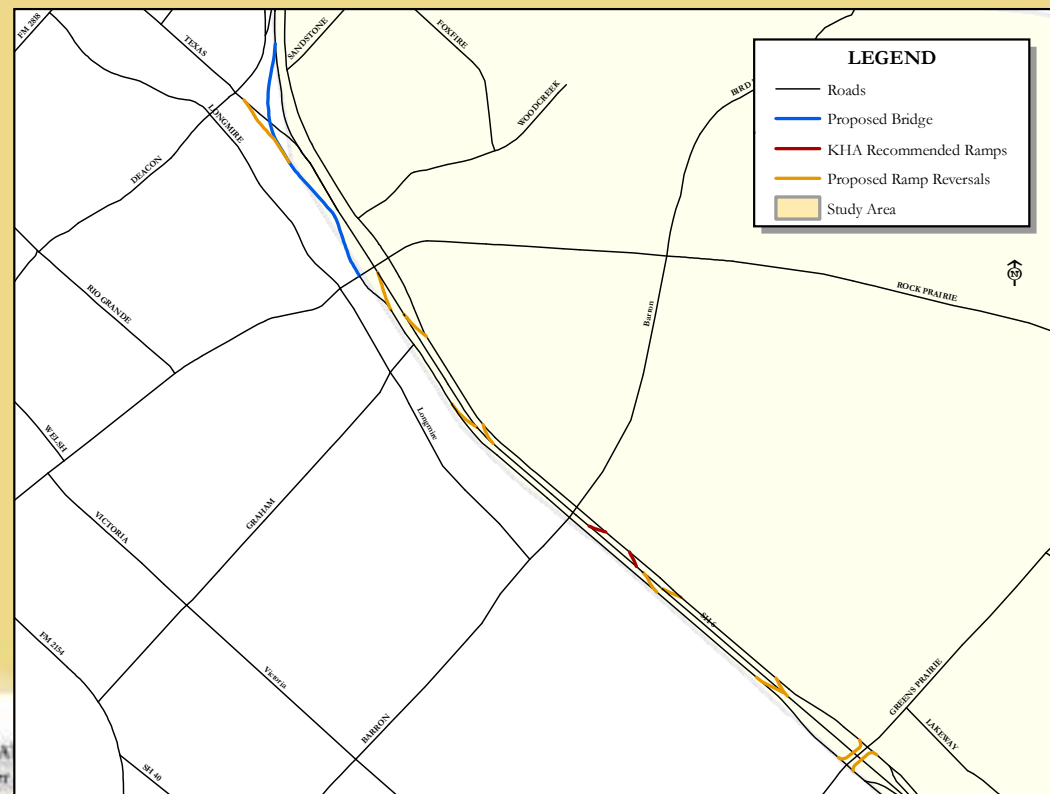
The background of the slide is a map of the College Station area, showing various streets and land parcels. The map is partially obscured by a large yellow rectangular area that contains the text and bullet point.

Goal 2: To preserve mobility without negatively impacting existing neighborhoods with additional traffic

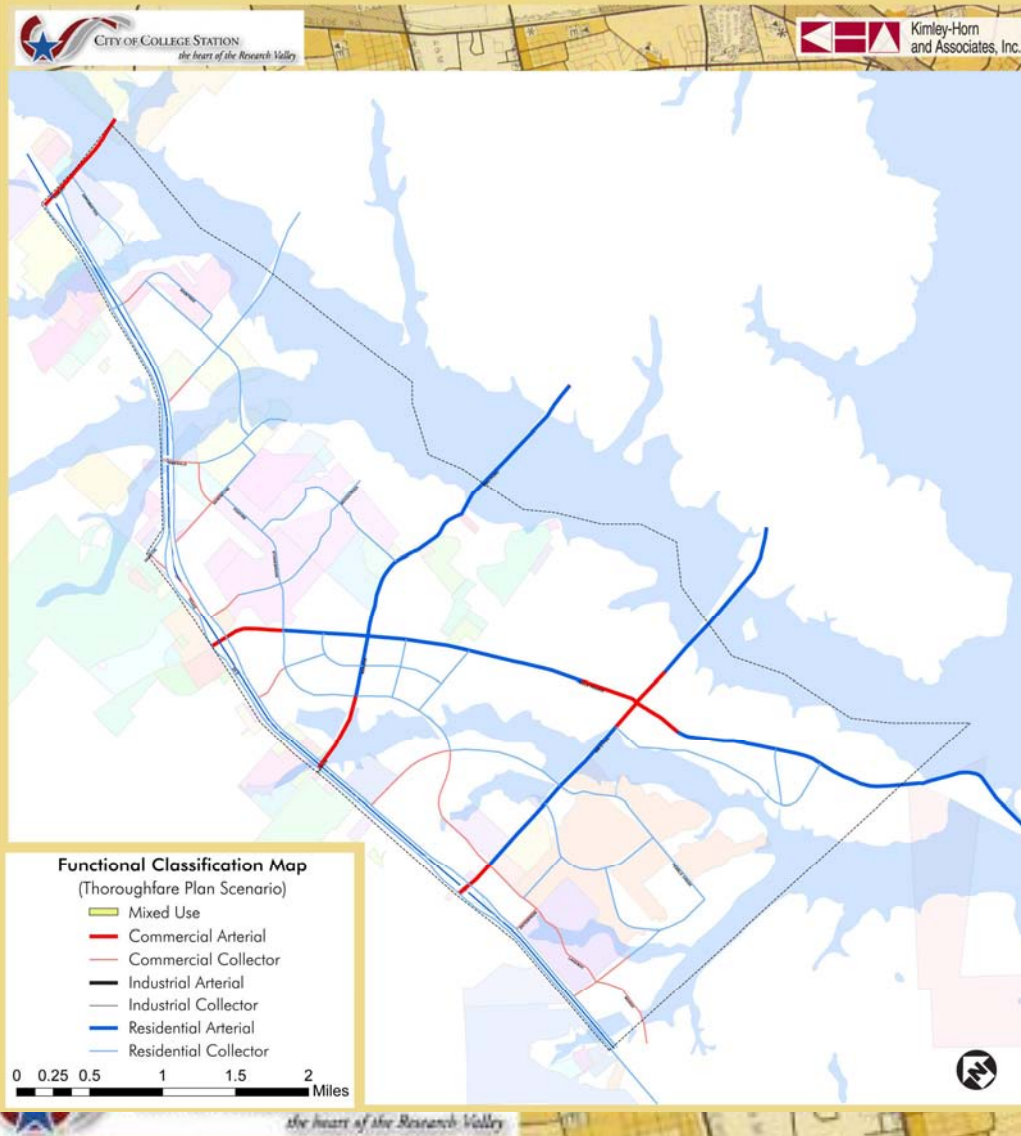
- To answer this we need to jump into the scenarios

The 3 Scenarios

- Base assumptions
 - SH 6 Texas Flyover
 - Ramp reversals/relocations along SH 6

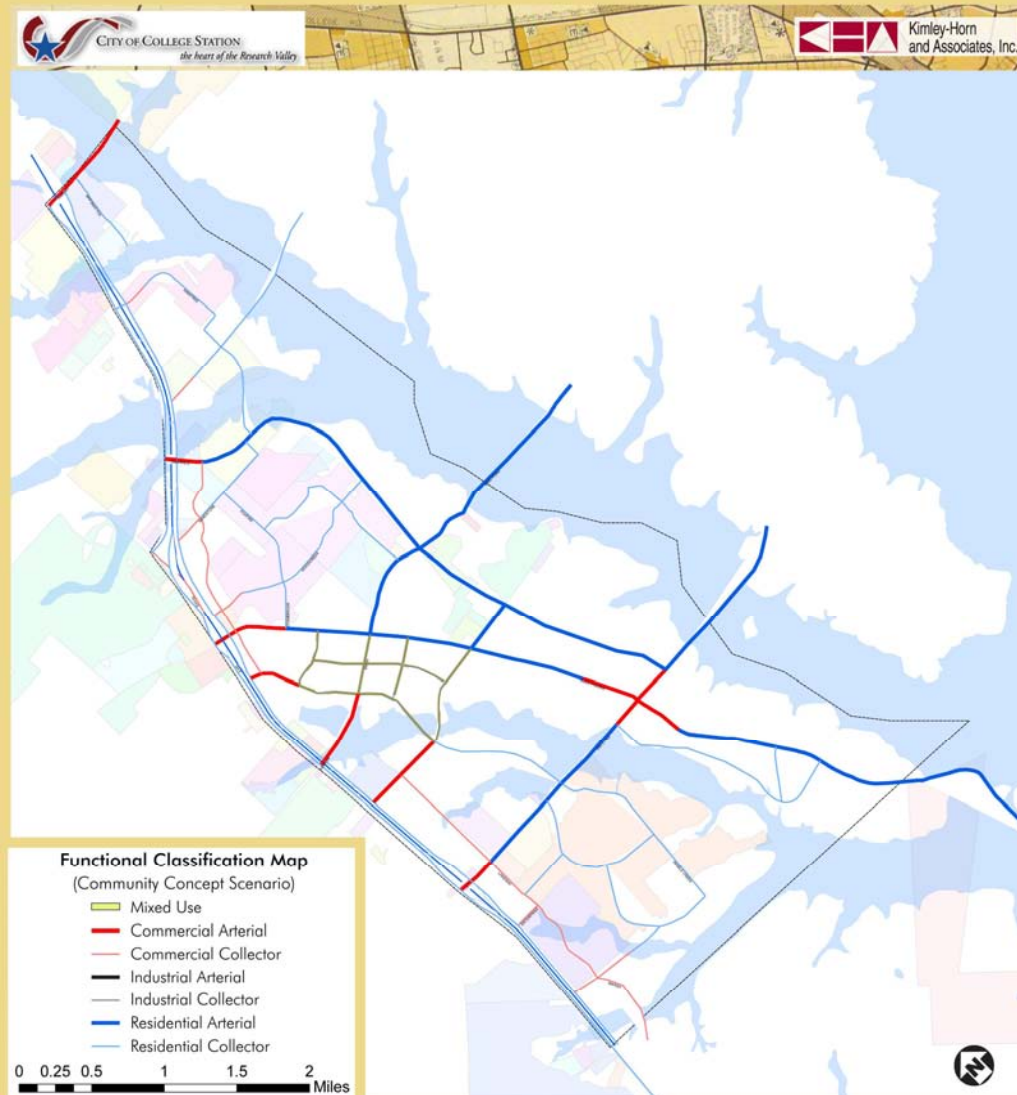


The Thoroughfare Plan Scenario



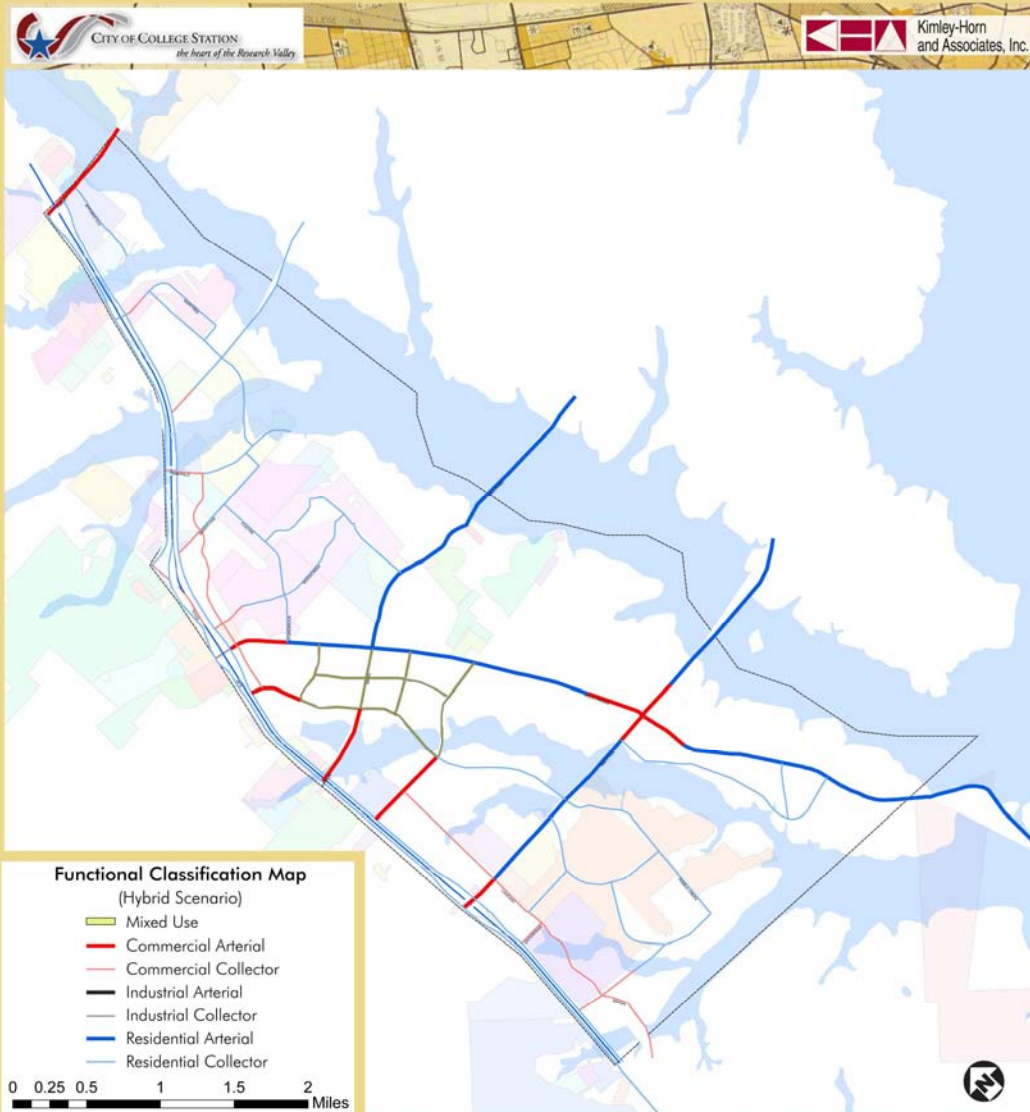
- Highest hours of delay and travel
- Most congestion in pockets
- Higher levels of traffic on collector streets
- Least relative construction cost

The Community Concepts Scenario



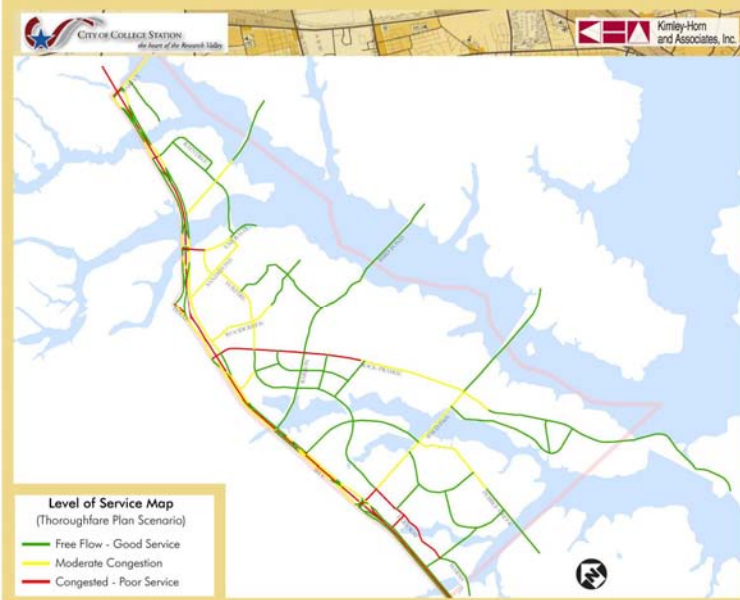
- Lowest hours of delay and travel
- Least levels of traffic on collector streets
- Highest relative construction cost

The Hybrid Scenario

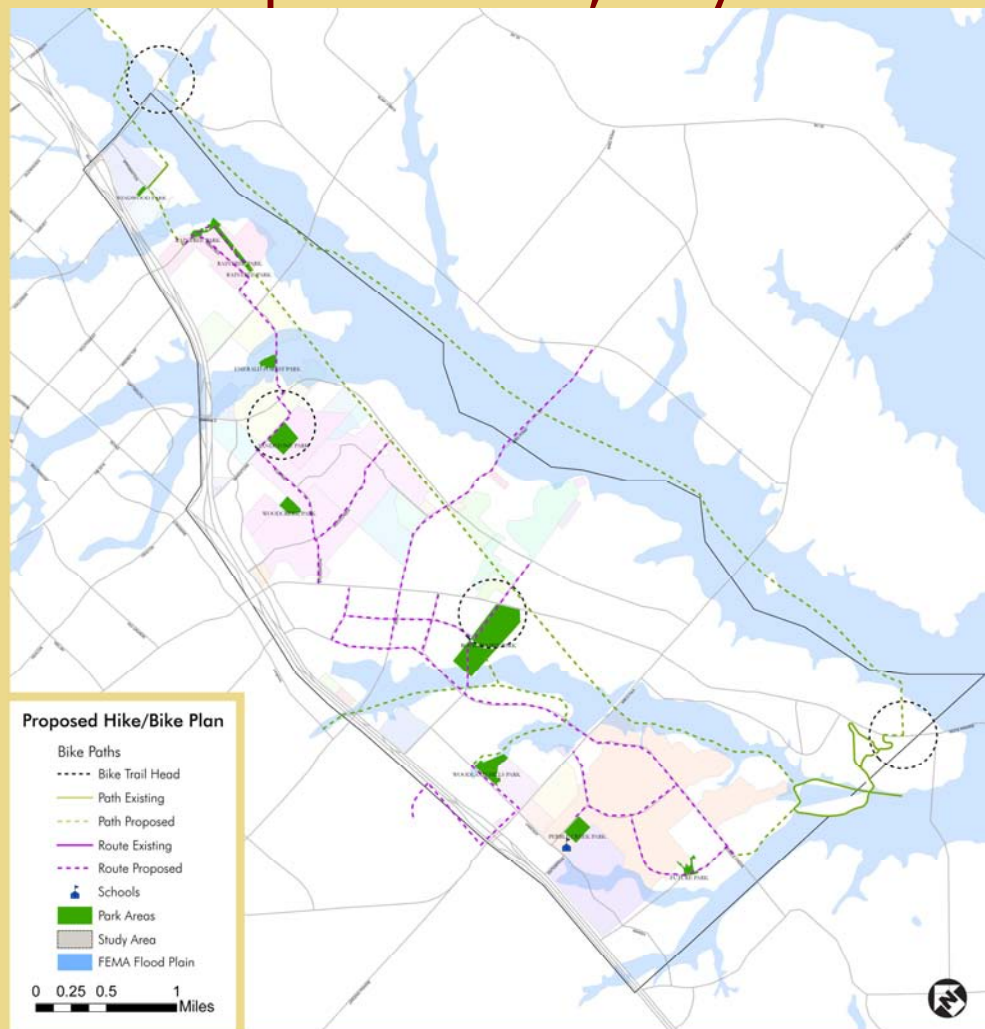



- Mid level hours of delay and travel
- Mid levels of traffic on collector streets
- Second lowest relative construction cost

Levels of Congestion



Goal 3: To plan for a multi-modal transportation system that addresses the needs of pedestrians, bicyclist and transit riders.





Goal 4: To put in place an implementation plan that is phased in a manner to address mobility needs as land development occurs.

Goal 5: To generate a plan that is both affordable and achievable

- Once a final scenario is developed these goals will be addressed



Feedback on Scenarios

- First: Select your preferred scenario
 - Indicate any improvements or modifications to your scenario
- Second: Circle then number the projects you would like to see built in order of priority (1-5)
- Third: Fill out the questionnaire



What's Next

- Finalize Plan
- Present to P&Z and Council
- Identify Funding and Implement Improvements